

Intimations.

55 | Hongkong, 25th July, 1906.

Announcements.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule 12.00
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule 13.50
- CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule 27.00
- B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.
- ALL ARE SUPERIOR XERES WINES.

COGNAC BRANDY.

- A. OLD PALE 20.00
- B. SUPERIOR VERY OLD COGNAC 27.00
- C. VERY OLD LIQUEUR COGNAC 33.00
- D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC 40.00
- D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.
- All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 25th July, 1906.

ALL communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Only business communications should be addressed to The Manager.

The Editor will not be responsible for any loss of letters, or for any return of contributions.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$20 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per month, proportionally, are also available. The rates sent by post are an additional \$1.00 per quarter, charged for postage. The postage on the weekly paper to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

On the 31st July, at "Hazelwood," Shanghai, the wife of H. W. ROBERTSON, of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 31, 1906.

FRAUDULENT BANKRUPTCIES
IN HONGKONG.

While it cannot be maintained that the proportion of bankruptcies in Hongkong is out of proportion to the number of business houses in the Colony, there is a distinct feeling in commercial circles that the petitions which come before the Court are not always characterised by that honesty which is essential if the dealings between wholesale and retail merchants are to be conducted on mutually satisfactory lines. Cases have occurred where a bankrupt has come forward with liabilities amounting to millions of dollars and assets which do not reach the four figures. It is seldom that any attempt is made to prove beyond the vestige of doubt that the bankrupt has wasted his substance in the pursuit of a shadow. Some generalities are given, some statements about speculations which had turned out failures, and a remarkable amount of investments in a variety of companies which either could not be realised or had proved failures. It must be a heart-breaking task for the Judge to separate the facts from the assertions and to arrive at a conclusion which will give substantial justice to all parties. Although the debtor usually admits that at no remote period he was a millionaire or, at least, in prosperous circumstances, and declares that he has been reduced to penury within an almost inconceivably short space of time and is at the moment a penniless wail, it is seldom suggested that he has been compelled to alter his mode of living. He is not obliged to sit on doorsteps and beg for crusts to allay

the pangs of hunger. He does not discard the rich raiment he wore in the days of his prosperity. He still belongs to his club, and, referring to Chinese bankrupts in particular, he has no need to use chandu dress instead of the Patna opium with which he regaled himself in the past. How is it done? There is a simple explanation which is known to everybody. The Chinese dealer who foresees trouble, should any of his numerous investments prove unsatisfactory, has only to add to the female section of his home establishment to secure himself against loss and at the same time to outwit—to be plain, to defraud—his creditors. He settles his property on one wife, presents gifts of money and jewellery to another, endows his children with his worldly goods and leaves himself with nothing but the clothes he wears. Then he declares himself bankrupt. It is not suggested that this is an expedient commonly resorted to; indeed, the average Chinese trader is the soul of honour in business—his word is as good as his bond. An Englishman would rather deal with a Chinaman than any other member of the Asiatic race. But China has its black sheep, and the fact that such underhand methods of swindling firms do occur is every reason why the law should be amended to meet these particular cases. According to the law of Hongkong it would seem that an unscrupulous debtor may make over his possessions to a relative to-day and declare himself bankrupt to-morrow. On account of the close community of Chinese family interests, the donor never loses grip of his property. The transaction has no altruistic bearing; it is simply a matter of convenience, and whether the belongings are held in the name of his favourite wife or his sons they are still retained by the head of the household. Clearly, this is fraud unadulterated, and fraud which should not be possible under the law. In England a bankrupt who has made over his possessions to his wife within two years of his bankruptcy is compelled to disgorge for the benefit of the creditor. He may assert that his wife bought the goods with her own money. Then he must show whence she got that money, how she earned it if it did not come as a legacy, and if that cannot be shown to the satisfaction of the Court the presumption is that an attempt has been made to acquire property at the expense of the creditors, and the Court makes short work with such defaulters. Of course, if a man settles his property on his wife or children some five, ten or twenty years before the date of his bankruptcy there is no suggestion that there has been any attempt to defeat the ends of justice; it was a bona fide transaction, carried through with a non-moral motive—it is admitted that in England men of wealth are now in the habit of transferring their property to their children during their lifetime in order to escape the death duties, but we are referring to bankruptcies. There is every reason to believe that in not a few cases which have occurred in Hongkong the bankrupts have taken advantage of the loopholes of the law, and after providing for themselves in the way indicated have entered a petition for bankruptcy. Should a debtor be without relatives, which is a very unusual condition, he has only to invest his money in Canton or any other place outside the jurisdiction of the Court. It is fraud pure and simple, but apparently the law as it stands at present does not provide against it. Such a state of affairs is inimical to commercial confidence; the creditor is inclined to fear that all are tarred with the same stick; it paralyses the trade, and has a decidedly adverse effect on credit transactions. It is the commercial cancer of Hongkong. Yet the remedy is so simple that it is a wonder the evil has been endured so long. The Government has only to introduce a Bill assimilating the law of England with that of Hongkong and the fraudulent debtors are trapped by the heels. Every honest trader in the Colony would support a law to that effect, and the Government would be encouraging the real traders by passing such a Bill into law.

THE French Geographical Society is organising a scientific mission, which will be charged to study the sleeping sickness and how to deal with it. Three well-known bacteriologists will be asked to accept this task. Two of them will proceed to the Congo, whilst the third will remain at the Pasteur Institute. A laboratory will be constructed at Brazzaville, and in connection with it there will be a hospital for the treatment of whites and blacks suffering from the disease. It has been calculated that a sum of 78,000 will suffice to equip the mission for a period of 18 months.

CHAN YAN, a pawnbroker, keeping his shop at No. 30, Hollywood Road, was charged before Mr. H. H. J. Gompertz, at the Police Court this morning, with receiving into pawn, on the 23rd inst., a pair of pants, bearing the marks of the "Broad Arrow," the property of the Gaol. Defendant explained that he did not know they were Government property or else he would have fought shy of them. Chinese invariably wore that kind of cloth, but he did not see the broad arrows. His Worship held that defendant's story was true. He cautioned him, remarking that if he knew that the trousers were Government property and had received them into pawn he would be fined \$50. Under the circumstances accused would have to pay a fine of \$5.

TRAM-WRECKERS IN HONGKONG.

On several occasions lately we have recorded the fact that tram-cars while proceeding towards West Point have met with a series of dangerous obstructions in the shape of iron bolts wedged into the rails. Only the utmost caution on the part of the motormen has prevented the occurrence of a serious accident in which human life might have been involved, and there is cause to fear that unless the authorities adopt stricter measures to guard the lines the community will have reason to deplore the apparent apathy of the police. It seems clear that there is a gang of hooligans in the neighbourhood of West Point who are determined to wreck the tram-cars either from pure devilry or in order to get an opportunity of despoiling the victims of the outrage. So far they have succeeded in obstructing the rails without detection. That seems all the more remarkable when it is remembered that the wreckers have chosen Connaught Road as the scene of their nefarious project—one of the busiest thoroughfares in the city. There is scarcely a period of the day when Connaught Road is deserted, unless it be just before dawn, and it is almost incredible to believe that the tramway wreckers could insert the iron bolts between the rails and fix them firmly in position without being observed. Fortunately, no accident of a serious character has yet befallen the cars as the result of these scoundrelly attempts. The motormen are on the outlook for obstructions, but the strain of keeping a close watch upon the rails, and warning those irresponsible and invariably deaf and dumb coolies whose sole delight appears to consist in promulgating in front of the trams, "cannot be maintained indefinitely. Were it possible to attribute these wrecking attempts to the fact that the system had been newly inaugurated and the ricksha coolies, feeling the pinch of competition, were bent on having their revenge, the matter could be understood, though the deed could not be too strongly reprobated. But no such explanation is possible for the dastardly acts which continue to take place in the western end of the city. There may be a homicidal maniac in the community but that is rather a far-fetched solution. Pure devilry and hooliganism, which is the same thing, are at the root of these tram-wrecking experiments. It is frightful to contemplate what would happen should a tramcar proceeding at a fair speed suddenly meet an immovable obstruction in the rails. The lines run alongside the quay-wall and the probability is that the car would be projected with all its occupants into the harbour. Two days ago a car was derailed in Connaught Road owing to an obstruction, but the driver was prepared for it and stopped the car immediately—not before damage was done to the derailed vehicle, however, while another car was also damaged by collision. What makes the matter more inexplicable is the fact that all these obstructions have been found in a district where the cars are almost exclusively patronised by Chinese, so that if a serious accident did occur the victims would in all likelihood be compatriots of those who are presumably responsible for the crime. The detective department of the city police cannot be too energetic if the tram-wreckers are to be caught. The Tramway Company is doing everything in its power to guard against accidents, but even the most attentive motorman may allow his watchfulness to flag at the critical moment. If the Chinese detectives are worth anything they should be able to catch the miscreant wreckers red-handed. And they might be assisted by the detectives of the Opium Farm who are always hanging around the wharves. The latter are never loth to call upon the city police when a passenger refuses to be searched; and why should they not return the compliment when their services might be of some value? The matter is too serious to be regarded lightly, for who knows when the tram-wrecking hooligans will betake themselves to the east end of Victoria and pursue their infamous practices at places where the cars are known to travel at a high speed? We have no doubt that the detective staff has the matter in hand but we should like to see some result of its investigations. No punishment inflicted on the scoundrels would be considered too severe by the general public. We do not want to have a Highgate tragedy in Hongkong.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 31st at 11.45 a.m. The barometer has fallen slightly over the E. Coast of China, and risen a little over the S. Philippines. Pressure is highest over the China Sea, and lowest over N. China. It still exceeds the normal over the Philippines and the Coast of China, while it is near the average over the E. Coast.

Gradients continue slight over the China Sea, and light winds, chiefly from S. and SW., will prevail over that area.

The Japanese returns are lacking this morning.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

LOCAL AND GENERAL.

THE *Matin* states that Professor Behring claims to have discovered a new tuberculosis cure, with which he hopes to be able to make experiments on patients in the autumn of 1907.

RETURN of visitors to the City Hall Library and Museum for the week ending the 29th July, 1906:—Library, non-Chinese 286; Chinese 143. Total 434. Museum, non-Chinese 178; Chinese 299; Total 477.

WE are informed, through the courtesy of Messrs. Lamke & Rogge, who are in receipt of a telegram from Messrs. W. G. Hale & Co., Saigon, that: "Arrivals from Hongkong without native passengers are now admitted to free pratique."

THE Building Authorities summoned Tsui King, of No. 95, Hollywood Road, at the Magistracy to-day, for erecting a balcony over houses Nos. 115 and 117, Kramer Street, Tai-kok-tan, without obtaining permission. Mr. Hazeland fined accused \$15.

IN view of the frequent discovery of floating mines in the Japan Sea and recently in the Pacific, the Imperial Japanese Marine Society has addressed memorials to the Ministers for the Navy and Communications, asking that measures be taken for clearing those waters of these dangers.

JUNE has been an exceptional month in British shipbuilding. This result was achieved through the big Cunarder and the battleship *Agamemnon*. In all, 18,674 tons were launched, against the previous record of 57,000 tons, and for six months the output is 369,489 tons, against the previous record of 239,860 tons.

BARON Komura, Ambassador to England, who left Yokohama on 20th inst., is taking with him a signed photograph of her Majesty the Empress as a gift for her Majesty the Queen of England. This is in return for a similar courtesy extended to her Majesty the Empress through Prince Arthur of Connaught.

SONAM Singh, a cook employed by the Indian policemen stationed at the Central Police Station, was this morning placed before Mr. H. H. J. Gompertz, at the Police Court, and fined \$10 for leaving his employment, on the 29th instant, without giving a month's notice. To get to Panama seems to be the only cure of Indians now.

ON the evening of the 13th inst. a large number of sparrows was discovered fighting in a bamboo grove in Nishitobecho, Yokohama. The fighting lasted fully four hours, and when the birds separated into two groups and retired, several were lay dead on the ground. Battle has been waged almost every evening since then, and has attracted the interest of curious spectators.

CHAN SEE, an ex-policeman, now a gentleman at large, forgot when he resigned the Police Force recently to return to the officer on duty part of his uniform. The trousers were missed when Chan left and he was called back, and charged—not with theft—but with "forgetting" to hand the clothing over to the barrack sergeant before quitting the premises. The neglect on Chan's part cost him \$20, at the Police Court to-day.

WONG Shing was sent to the morning by Mr. H. H. J. Gompertz for six weeks, and to be exposed in the stocks for six hours, for tapping another man's pocket in the street yesterday. Defendant was alleged to have followed a butcher and, when he thought everything quiet, passed his hand into the butcher's pocket and pulled out a purse containing \$20. Defendant was seen by other pedestrians, who gave the alarm, and accused was arrested.

TO pay a fine \$75 each was the sentence imposed by Mr. F. A. Hazeland, at the Police Court this morning, on four coolies, who were alleged to have been keepers of a common gaming house at Cap-sui-moon, yesterday, and seven others \$3 each for gambling on the premises. Sergeant Morrison had also nine men from a house in Hollywood Road charged with similar offences, and they were disposed of with the usual fines by Mr. Gompertz.

A FRUIT hawker, who keeps his stall in Bonham Street, at the back of the Western Market, dropped dead early this morning. At about 7.45 a.m. the deceased was busy arranging his stall, when he was seen to fall backward. The other hawkers rushed to pick him up, but discovered that he was dead. His remains were removed to the morgue. Consumption and heart disease were the cause of the hawker's sudden death.

THE following games were played in the Hongkong Water Polo Shield competition yesterday at the V. R. C.:—Band R. W. K. V. 87th Co. R. G. A.—R. G. A. won by 13-1; Royal Engineers v. 83rd Co. R. G. A.—Royal Engineers won by 5-3; Co. R. W. K. v. Royal Yacht Club—R. Y. Club won by 8-1. Co. R. W. K. will play B team V. R. C. to-day at 6 p.m. Royal Engineers will play the Band of the R. W. K. on Thursday at 5.30 p.m.

THE coxswain of the steam launch *Morning Post* was summoned by the police this morning, before Mr. F. A. Hazeland, for lying alongside Murray pier on the 25th inst., thereby causing an obstruction. It will be remembered that when Messrs. Butterfield and Swire were summoned some time ago for a similar offence (allowing their launches to obstruct the pier), the coxswain of the *Morning Post* was told he could remain near the pier, but he must moor in such a position so as to allow free access to the pier. Apparently he did not follow instructions, and his Worship fined him \$5.

YUN Cheong Tai, a fruiterer, holding a stall in the Central Market, was summoned by Inspector Withers, before Mr. F. A. Hazeland, this morning, for being in possession of a pair of false scales in his premises on the 27th inst. A fine of \$10 was imposed.

Mr. H. H. J. Gompertz this morning severely cautioned a sampan woman and fined her \$5 for carrying ten coolies in excess on her coolie boat this morning. The boat is licensed to carry 40 men, but when boarded by P. G. Winter there were 50 coolies on board.

IP Sing, the master of a gun shop, of No. 326, Queen's Road Central, was arraigned before Mr. F. A. Hazeland to-day, at the instance of Sergeant Grant on two summonses: (1) failing to keep his sales book in proper order, (2) neglecting to enter in the book the disposal of nine revolvers, and (3) removing nine revolvers out of his shop without a permit. The charges having been proved, his Worship imposed a penalty of \$10 on each charge.

AN unrecorded incident of the storm which recently passed over the Colony was the demolition of the washed shelter, just West of Wing Lok Street, owned and maintained by the Sanitary Board as a temporary rest-house for patients brought ashore from Kowloon, and the vessels in harbor for the purpose of removal to hospital. This delicate washed now lies as an obstruction in the harbour and a danger to the navigation of the smaller craft plying in the harbour.

It will be seen from the special advertisement on the front page that the Hongkong, Canton and Macao Steamboat Co. are offering special facilities for excursionists during the holidays commencing on the 4th inst. Besides running the usual week-end trip on Sunday, the *Huengshan* will leave Douglas Wharf for Macao on Monday morning at 9.30 o'clock, the time of departure from Macao on the return trip being 3 p.m. Return tickets by the *Huengshan*'s Sunday's journey will be available for Sunday or Monday at no extra cost, an advantage which should certainly popularise the efforts of the Steamboat Co. in consulting the public convenience.

A QUON many years ago so far back that the oldest inhabitant cannot recollect the date, some cushions were placed on the seats arranged to accommodate the Registrars in the large Court room of the Supreme Court. They, or all that remains of them, are still there, and are the wonder and admiration of visitors to our local home of judicial administration. They have long ago passed the allotted span (whatever that may be in this world) and neglected, forgotten, and overlooked, they are left to accumulate the dust—and other things—of ages, until, as one looks at them, one cannot but repress a shudder at the natural thought the sight of them gives rise to—what finds a home there? The dust carts carry away some fearful and wonderful accumulations; why, then, in this connection, is the Supreme Court overlooked?

ALLEGED EMBEZZLEMENT.

CHINESE MERCHANT CHARGED.

By virtue of a warrant, which was sworn out yesterday, Ng Kai Shek, a salesman, employed in a firm in Bonham Strand East, was arrested last night charged with embezzling the funds of his firm. He was removed to the Central Police Station, where he was entered on the charge-sheet, on two counts, and this morning made his appearance before Mr. F. A. Hazeland. The charges against the accused were that he, on different dates commencing from 16th February last, embezzled about \$4,000, the property of the firm.

Mr. P. W. Goldring, of Messrs. Goldring and Barlow, prosecuted, and Mr. H. H. J. Gompertz, defended.

It is reported that during the month of February last Ng Kai Shek (the defendant) and Ng Sing Sam were appointed managers of the Chung Shun firm, of Bonham Strand East. During their term of management a certain draft on the Cheung Wing Bank was delivered to the Chung Shun firm, which it is alleged, was appropriated by the managers. It is said that the sum involved about \$13,000, but up to the present only \$4,000 can be put down as embezzled as the books have not been examined. After this, according to the report, Ng Kai Shek absconded and a warrant is out for him, while the defendant was arrested.

The case was adjourned until Tuesday next. But refused.

HIGHWAY ROBBERY.

TOOK THE CLOTHES OFF THEM.

PUNG Kang, an unemployed coolie, was charged this morning before Mr. H. H. J. Gompertz, at the Magistracy, with committing highway robbery. It was alleged accused and two others stole from their victim one umbrella, four pieces of clothing, and \$2.60 in money. According to the report made by one of the coolies to Inspector Robertson, of Shau-ki-wan Police Station he and a friend were on the road from Stanley to Shau-ki-wan on Sunday last, when three men sprang out from behind some trees and called on them to halt and throw their hands up. The highwaymen, who were unarmed, went through the pockets of the coolies, and finding nothing of any consequence, told the men to disrobe. The coolies who possessed only two pieces of clothing on their persons pleaded to the robbers to let them go, but the robbers were stern and soon the coolies were standing before them in *puris naturalibus*. The robbers then took off their own rags, which they handed to the coolies to put on, and jumped into the coolies' clothes. They then let the men go and disappeared in the direction of the hills. Defendant was the only one arrested at Shau-ki-wan yesterday, and his case was adjourned for one week.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

DEAR RICE IN SHANGHAI.

TAOTAI'S SUGGESTION.

PROPOSAL TO AVERT TROUBLE.

[From Our Own Correspondent.]

Shanghai, 31st July,

2.5 p.m.

The Taotai at Shanghai, fearing that trouble may occur among the people in consequence of the high price of rice, has sent a request to the Viceroy of Nanking, asking for permission to sell at cheap rates to the populace the rice which has been collected in payment of taxes and in the ordinary course of events would be sent to Peking.

It is hoped that by this means an uprising among the poorer classes of the Province will be averted.

ALLEGED INFRINGEMENT OF TRADE-MARKS.

JUDGMENT FOR CHINA SUGAR CO.

Judgment was delivered at noon to-day, at the Magistracy, by Mr. F. A. Hazeland, in the case in which the China Sugar Refining Company, Ltd., summoned the Fung Fat Loong pill shop, of 275, Des Vaux Road Central, for exposing for sale certain bags of sugar to which a false trade-mark and false trade descriptions had been applied.

Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, prosecuted, and Mr. R. A. Harding represented the defendant firm.

His Worship, in delivering his reserved judgment, said that the two defendants—the managing partner of the defendant firm and a *foh*—were charged under Ordinance 4 of 1895, with exposing for sale sugar bearing a false trade-mark and false trade description, and went on to review the evidence, which has already been reported in these columns, and quoted authorities at some length. He said that the China Sugar Refining Company, Ltd., has had for many years a registered trade-mark consisting of the initials of the Company, "C.S.R." enclosed in a diamond and underneath those letters "A4" and a cross.

On 13th June a person was sent to the defendant firm to purchase a bag of sugar. The sugar was obtained, and on looking at the marks it was found that the trade-mark used by the defendant firm consisted of the initials "G.S.D." enclosed in a diamond, and underneath the letters "A4." His Worship was of opinion that the marks used by the defendants resembled that of the complainant, and also that the defendants took no reasonable precaution in the matter, as they ought to know from what company the trade-mark "C.S.R. A. 4" came. The question arose during the hearing of the case, continued his Worship, that the first defendant was not in the Colony when the transaction between the firms occurred. According to Russell it was not necessary, as the goods were exposed for sale, and the selling done by one of his *fohs*, so he was liable. Regarding the second defendant's part in this action, his Worship held that there was no evidence to show that he sold the sugar, nor could it be proved that he applied the false trade-marks. In the flour case heard some time ago the *fohs* were caught in the act of transferring one brand of flour into bags bearing another mark. But in this case, as the second defendant was not caught red-handed, he could not be convicted. His Worship discharged the second defendant, and fined the first defendant \$100, and entered costs against him.

Mr. Harding intimated that the question of costs ought to have been specified by the Court. Mr. Looker said his costs amounted to \$500. His Worship directed Mr. Looker to send his bill to Mr. Harding. If Mr. Harding could not come to some settlement he should come up with the bill when his Worship would fix the costs.

FROM AUSTRALIAN ADVICES TO HAND CAPTAIN A.

Winthrop Ellis, for many years past in the service of the Eastern and Australian Steamship Company, died at his home at Croaydon, Sydney, on June 29. Captain Ellis was the Commodore of the "E. and A." fleet and at the time of his death was in command of the steamer *Eastern* of that company. He was well known to a large number of the shipping community during his command of the *Eastern*, *Australian*, *Empire*, *Arlite*, *Memmut* and other vessels of the company's fleet.

SHIPPING AND MAILS.

MAILS DIV.

Australian (*Eastern*) 3rd prox.
Indian (*Salsang*) 5th prox.
American (*Siberia*) 6th prox.

The C. P. R. Co.'s s.s. *Montague* left Yokohama p.m., on 28th inst., for Victoria and Vancouver.

The M. M. Co.'s s.s. *Caledonian* left Singapore via Saigon for this port at 1 p.m., to-day.

TELEGRAMS.

[Reuters.]

Russia.

LONDON, 29th July.

The revolutionaries in Warsaw have attacked a train, killed two generals, the cashier and five soldiers, and stolen rubles 16,000.

The Russian Labourite and Socialist parties are combining, and distributing a proclamation calling on the troops to side with the people in the decisive struggle now beginning.

Disturbances are reported from various parts of the country, but nothing serious up to the present.

The revolutionaries have robbed another train, near Warsaw, of rubles 100,000.

COLLISION IN THE HARBOUR.

CLAIM FOR DAMAGES.

In Summary Jurisdiction this afternoon, his Honour Mr. A. G. Rose, Justice, presiding, the case in which Leung Tak, owner and master of the water-bus No. 6,335, sued Au King Tsun, of 71, Des Vaux Road Central, owner of the steam launch *Lee Shing*, and Yoo Yee, of 27, Temple Street, Yumutai, of the legal personal representative of Leung Yim, deceased, to recover the sum of \$500, being the amount of damages sustained by the plaintiff by reason of the negligent navigation of the defendant's steam launch *Lee Shing*, whereby the plaintiff's water-bus was damaged in the waters of the harbour, was resumed.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, Mr. H. K. Holmes representing the defendant, and Mr. F. Paget Hett, of Messrs. Hutton and Hett, watching proceedings on behalf of the third party. The case arose as the result of a collision between the launch *Lee Shing* and the water-bus, alleged to have been caused by the careless and negligent navigation of the *Lee Shing* and the damages were appraised at \$500. Plaintiff stated that he was informed that the defendant had agreed to sell the launch *Lee Shing* for \$7,200 to Tung Lee Chan of Shaw Street, and said that if it had been sold, the defendant would have been liable for the damages. Defendant was called upon to find security for \$7,000, and the launch was seized, but subsequently released on the security being deposited.

For the defendant it was held that under a charter party a contract dated the 24th December, 1905, and made between the defendant of the one part and Leung Yim of the other part, all such damages as are payable by Leung Yim and not by the plaintiff, and he applied that Leung Yim be added as a third party to the suit. This was done.

His Honour: Haven't you been able to settle this matter?

Mr. Gardiner: Not so far, my Lord.

His Honour: Then you ought to have done so. I don't mean you personally, but all you go together. I don't see how you will all get your costs.

Mr. Hett: Our position is this, that we are ready to repair the boat and have been ready all along.

His Honour: Then you admit liability?

Mr. Hett: No, my Lord, I don't admit liability. My client is willing to repair the damage.

His Honour: Then why does she not do so?

Mr. Hett: The other parties do not agree.

His Honour: Well, if you go on like this, there will not be any money to meet the costs.

Mr. Gardiner: But I had the first defendant liable.

His Honour: But here in the charter-party it is laid down that the damage by collision shall be paid by the hirer and not by the owner.

The hirer here is the third party and she has tendered the money for the repairs, so why don't you accept it and settle it?

Mr. Gardiner: If they will pay the whole amount as claimed I will accept it.

His Honour: If I enter into a contract of the same nature and tender you the proper repair would you accept it? Or would you force on proceedings for the purpose of running up costs?

Mr. Gardiner: I am not bringing this action for the purpose of running up costs, my Lord; I hold the first defendant liable.

There is a case in which the Government—

His Honour: Oh, yes; I know the case; but the Government can do anything. You cannot sue the Government under a contract.

Contending his argument Mr. Gardiner said the owner was liable, and a third party had been brought in.

His Honour: What have you to do with the third party?

Mr. Gardiner: It was a surprise to us, as we did not know of the existence of the charter party when we brought this action.

His Honour: The cases you have quoted have no bearing on the case. All I can do for you, as far as I can see, is to give costs against you for the person you have wrongfully sued, and then issue a writ against the proper person. I hold that you have sued the wrong man, though I cannot go so far as to say that you were wrong in suing him under the circumstances.

Mr. Holmes said he mentioned to Mr. Gardiner that the defendant was the wrong man to sue, and also pointed out that, as he had brought in a third party, if his case failed against the defendant it must fall against the third party who had been brought into the case and made a defendant.

After a few remarks from Mr. Hett.

His Honour said: There must be judgment for first defendant with costs up to the date of the notice given by defendant to plaintiff.

Mr. Gardiner: Will your Lordship make the order as to costs up to date when the charter party was produced?

His Honour: No, no; up to date of the notice.

Mr. Hett: That would be the 6th July.

His Honour: Very well, with costs up to 6th July.

Mr. Hett: And with reference to the second defendant, my Lord? I was only made a second defendant yesterday.

His Honour: But you have been in the case all along, Mr. Hett.

Mr. Hett: No, my Lord; I was dead before; I was only a third party, and yesterday was brought in as a defendant.

His Honour: Then I'll give judgment against you, with the question of costs reserved. The matter of damages will be decided by the Registrar.

Mr. Gardiner: Then I don't see where I am going to get my costs, my Lord.

Mr. Hett: I think we will be able to come to terms as to that, my Lord.

His Honour: Well, that's what I want you to settle among yourselves. You can consult together and see me in chambers on Saturday.

Mr. Gardiner: I am afraid we shall not agree, my Lord.

His Honour: I don't at all suppose you will, but you had better try.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

SANITARY BOARD NOTICES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—Quite recently it transpired in the course of proceedings at the usual Sanitary Board meetings that notices for the abatement of nuisances by a Government department—like the Public Works Department, for example—could not be served in a printed form by the officials of the Sanitary Board. It was ruled that no less than a formal letter must be addressed over the signature of the Secretary directing attention of the D.P.W. to the existence of the nuisance which it was desirable to abate.

The Public Health and Buildings Ordinance lays it down that printed notices can be served upon householders in every case that it may be necessary for such to issue in pursuance of the requirements of certain provisions of the law. By the ruling at the Board meeting the other day a discrimination has been set up in practice between Government Departments and the taxpayers which should never be allowed to exist in principle. Yet such a distinction has been established, and to make it all the more marked, notices are served not only in printed forms to the householders, a practice to which no serious objection can be raised, but the aforesaid forms are actually filled in in pencil, thus exhibiting an unequalled lack of consideration of those upon whom notices are thus served.

Surely, a department which is responsible for tens of thousands of dollars expenditure a year can afford a paltry expenditure in providing its subordinates with, say, fountain pens for the purpose of completing the printed forms when it is necessary to address them in any individual instance to householders. If they must be communicated with by the Sanitary Department, they might at least be written to in the ordinary businesslike manner, if not out of common civility, as pencil scribbles often imply just the opposite, at least from simple courtesy which is met with in the ordinary course of business daily.—Yours, etc.,

HONGKONG, 31st July, 1906.

THE WATER SUPPLY AGAIN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—I am pleased to see a member of the community has come forward to try and obtain redress, through the medium of your valuable columns, for what is a very real grievance, and I would like to mention a few facts to show how very great a hardship we are forced to labour under, and how hard it presses upon us. Two days ago the Sanitary Board issued notices to the people residing in the Eastern District of the city, that is in Kennedy Street, King Sing Street, Hing Wan Street, Leung On Street, and Kait On Street, to have their houses washed on the 31st July (today) and this might have been done, but the water has been turned off since yesterday afternoon in that district, since when we have not had a single drop of water, for domestic or any other purpose, thus the majority of the people were unable to wash themselves or cook their food, and had to go to cook-shops, some of them to obtain some food for their dinner last night and breakfast this morning. It is bad enough for a poor common coolie to be forced to go outside to his cook-house to get his food, for which he has to pay 10 or 15 cash more than if he got it in his own place, but what must it be for poor families, where there are a number of children, some hardly able to walk, and all wanting to be washed and fed? How are they to get their meals? Must they also be taken considerable distances to cook-shops? They have no choice, for they must eat, at least at the cook-shops or starve. It is useless to apply to the neighbours as of course they are in the same predicament, or if they have collected a little water they have only enough for their own needs, and, under the circumstances, dare not spare a single drop of the precious fluid. To add to their trials the Sanitary officials seem to pop in just at the very time the people are in such difficulty about water. If the houses are not washed within the given time the Sanitary coolies come along, remove the furniture and pitch it all over the street, and generally cause great inconvenience to the householders, and then give the place some kind of a washing, which could be done much better and more satisfactorily by the tenants themselves if only they had a proper supply of water. Moreover, the tenants know that it is to their advantage to do the washing well, and thus keep themselves free from the Sanitary coolies' interference, and their bullying way. Numerous complaints have been sent to the Public Works Department, but no notice is taken of them. Isn't it ridiculous to tell the people to wash their houses when they cannot even get enough water to wash their mouths, or cook their rice? Combined steps will have to be taken by the Chinese community to petition his Excellency the Governor to take steps to have this thing put right, if our representations and complaints do not effect that end, because we all feel sure that his Excellency has but to be made acquainted with the conditions for him to have them at once altered. There is no excuse that there is no water at present; there is plenty, so why not let the people have it, when it is so imperatively necessary for so many purposes? Friends of mine living near the Causeway Road level tell me they have great difficulty also over the water scarcity, and are always quarrelling with their landlords about it. Thanking you in anticipation for inserting this in your very valuable journal, and in the hope that it may have the desired effect,—Yours, etc.,

HONGKONG, 31st July.

HARDSHIP.

"DISGAUNTLED HONGKONG."

HOW MIRACLES WOULD BE WORKED

Referring to a recent article which recently appeared in the *Hongkong Telegraph* regarding the salubrity of Bangkok, a genial contributor to the *Bangkok Times* writes under the above heading:—"Naught good ever came out of Nazeerah, nor any better out of Bangkok, if our Hongkong critic may be believed. Peace be with you, brother slave of the quill, and God send you a healthy liver! For why should not we poor fellows in the 'Jungle' number a Mark Tarley or so among us? Well, well, Bangkok hath used me less than ill, and I have naught to complain of, unless it be an intolerable thirst and prickly heat between the shoulder blades, the first of which many poor wights further north would give much to possess, and the latter is not so bad as it might be—there is a comfort in scratching as the galled horse knows. But our friend is over-serious, unless he be a Scotsman, and then there's no more to be said. It is long bows 'twixt here and Hongkong, to indulge in Eutawshian controversy, the which, by its name, ought rather to end in good fellowship. Here am I in Bangkok, and there are you in Hongkong, each striving to convince the other that he is in parous state. I might take my text from the medical authority who gravely questioned the influence of your climate on the mental faculties, and say this is a case in point, a lachrymose person, a very melancholic. And yet, I don't believe it. Had we him here we would alter his purview of things; he should view 'the beauties of Kullalongkorn's city,' after he had gazed upon the juice of Scotia's vine when it was straw coloured. Then would miracles be worked. But, perpend, let us be serious. This abode of Bangkok is a thing accursed elsewhere in the Far East. It is thrown at Bangkok that we have cholera, each year. That is true; yet it is true also of many other places passed over without a word beyond the statement of the fact that there is cholera. The death rate in Bangkok from cholera is less among Europeans than in many places in India for example—where sanitation has been tried these many years. The water scheme for Bangkok is bound to be carried out in the near future, and that alone we venture to predict that the scourge will be abated in very large measure. As it is, putting cholera aside—which a careful routine in household management reduces to a negligible quantity—what remains? A little fever, dysentery may be (water again, look to that), and plague perhaps. The last mentioned is an importation, from Bombay by all inferential reasoning, or possibly from Hongkong. Other things we wot not of, for a careful liver saves his organ of that name. We refuse to believe our Bangkok inferior to any other place of the same or lower latitudes. And you use yourself well I will use you no worse. This is the experience of many who enjoy as good health as ever they might wish. There be others doubtless, but their example serves to show what to avoid. If we find it otherwise, will journey north, if it only be for the pleasure of taking our critic by the dexter aricle and persuading him to the contrary.—F.

HONGKONG, 31st July, 1906.

THE CHIT SYSTEM.

"VANISHING TRICK" IN HONGKONG.

From time to time we hear much clamour raised in Hongkong and Singapore concerning the multifarious evils arising from the chit system as it maintains in those places, but if we were to dilate on the evils arising out of this pernicious system in Bangkok, says the *Siam Free Press*, our neighbours would soon find that there are still other places where the chit system forms an insurmountable obstacle to prosperity. Perhaps, in no other city on this side of the sea, is the chit system availed of generally as in Bangkok; and if many citizens have been blighted and business enterprises ruined, it may be attributed to the baneful practice, more than to anything else. The fatal facility with which credit is pledged, and the great willingness on the part of the hotel-keepers, shopowners and others to cater for some of their customers, who do not appear to give more than a passing thought to the matter, offers every temptation to these people to adopt this system irrespective of consequences. For years past the chit system in Bangkok has been playing havoc with persons of small income, and is likely to continue doing so as long as it is carried out on present lines. Nor is this all. The tradesman equally suffers in the long run either from the inability of his customer to pay his accumulated debts or from his unexpected departure to sunnier climes. How many have not been left lamenting on account of "vanishing tricks" unexpectedly played? Still, we do not appear to improve the situation from such experience, nor turn it to account as a safeguard against future losses. Nothing of the kind. The old, as well as the young, customers are allowed to keep on increasing their liabilities—living on one's debts is a factiously called—and the imprudent hotel owner after whispering his tale of woe into your ears, opens an alms-hall and produces a wagon load of unpaid old bills; and in reply to your question why he had been so foolish to give the runaway unlimited credit reports on you with the pathetic but illogical language of the country, "What can do?" Within the last year, it may be safely stated, that no less than a dozen proprietors of some Bangkok bar rooms swore out summonses against scores of peccant debtors who have lopped the twig; while the bare-changed hands suppose that the intervention of a Court of Justice had some fears for these people. But as if to set in defiance the orders of the Court, they make it a rule, whenever they are overtaken with summonses from one bar room, to frequent another, where their claim had not yet begun to assume serious proportions; and when the disappointed owner demands payment of the bundle of unpaid chits, it is frequently without success, while the former patrons turn their attention towards some other shrine of Bacchus. Our Hongkong and Singapore contemporaries urge that such being the state of the chit system in vogue it is time that the hotel keepers should attempt some modification of it and thus save themselves much loss and trouble hereafter, and unthinking debtors much future repentance when it is too late.

HONGKONG, 31st July, 1906.

HARDSHIP.

WHITTLING DOWN THE SHIP-BUILDING PROGRAMME.

THE ANNOUNCEMENT MADE WITH EVERY APPEARANCE OF ACCURACY AND "INSIDE" KNOWLEDGE IN THE *Daily Telegraph* and certain other journals that the Government contemplates a serious reduction in the shipbuilding programme, will be received with general dismay by those who are anxious for the strength and efficiency of the Navy. The original programme for the present year was by no means excessive; indeed it failed in certain directions to meet the needs of the fleet. It provided:

4 armoured ships.
5 destroyers.
12 torpedo boats (called "coastal destroyers").
12 submarines.

Of the four armoured ships, it was understood that two would be battleships of the *Dreadnought* type and two large armoured cruisers of a new type. The destroyers projected were not sufficient in number to replace the loss of the fleet through antiquation and obsolescence of the existing destroyer flotilla, which numbers roughly 150 boats, with a term of life, as calculated in Germany, of only fifteen years, so that ten destroyers are needed every year merely to keep up the existing strength of the flotilla.

As against this programme, Germany will begin

2 battleships of *Dreadnought* type.
1 large armoured cruiser.
3 small cruisers.
12 destroyers.

While France has already decided to lay down three large battleships of *Dreadnought* type and a number of destroyers, torpedo boats and submarines. If, then, the British programme is cut down to only one battleship and two armoured cruisers, in addition to the small craft of the torpedo flotilla, which are useless without the support of heavy armoured ships, England for the first time in her history will be laying down no more armoured ships than Germany. In 1905, it is true, this country laid down only one battleship, a programme which at the time we showed to be inadequate, but she also began three armoured cruisers. Germany in 1905 laid down two battleships and only one armoured cruiser, or three large ships in all; and probably the British armoured cruisers were quite equal to the German battleships. In the present year, however, the German Admiralty has made up complete departure from past precedents in the matter of construction, and has decided to build battleships of the largest type, equal or superior to those projected in England. The armament of the new German ships is uncertain, as the secret of their design has been well kept, but it is believed to be much more formidable than is represented in the Naval Return recently issued by the British Admiralty. That return credits the new German ships with eight 11-in. and twelve 7.5-in. guns each. It is known, however, that a very powerful 12-in. gun is now building at Krupp's works for the new German battleships, and those in touch with German progress believe that the artillery of the new ships will include from ten to fourteen 12-in. guns. The new German armoured cruiser will be of the most powerful type and quite as heavily armed as her British rivals. Thus it is clear that there is now little or nothing to choose between the German and the British designs.

It has been said that the *Dreadnought* renders all foreign battleships of earlier date obsolete. What is sauce for the goose is sauce for the gander; in other words, if the British *Dreadnought* renders older German battleships obsolete, so also do the German *Dreadnoughts* render the older British battleships obsolete. The British Admiralty, after putting its hand to the plough and showing the way to foreign powers, appears suddenly to have turned back. In the Cawdor Memorandum, which was understood to indicate the settled policy of Whitehall, the following plain statement was made:

"At the present time strategic requirements necessitate an output of four large armoured ships annually. While the Board anticipate that at present the output of four large armoured ships a year should suffice to meet our requirements, there would be no difficulty whatever in increasing this output to whatever extent may be necessary in consequence of any increase of naval power abroad."

To the Memorandum was appended a warning note that the public cannot rely on the reduction (in naval estimates) being continued in future years if foreign countries make developments in their shipbuilding programmes which we can not out-forecast.

Yet it seems that the Admiralty has already abandoned its policy, reduced what it pronounced to be the minimum programme, and is now, at the same time, failed to meet their new foreign programmes. For, since the Memorandum was drawn up, the German Admiralty has decided greatly to increase its programme, and the French Admiralty has followed suit. Further, the British Navy has been weakened by the loss of the *Montagu*, which, even if she should be saved, will be so weakened and damaged in first-class that she can never again be ranked as first-class.

The present satisfactory position of the British Navy in *material* is due to causes with which the present Admiralty has little to do. These causes are the large shipbuilding programmes of past administrations, which looked to the future, and did not think mainly of popularity at the moment, and the complete destruction of the Russian navy in the struggle with Japan. If a policy of inadequate and insufficient programmes is continued, in a very few years the great advantage gained from 1866 to 1904 will be lost, and the gravest danger will follow to our national interests. Whatever the follow-up Memorandum stated, the power to construct ships rapidly depends on the maintenance in a condition of perfect efficiency of the Government dockyards, private shipbuilding yards, and armour-making plants. The dockyards have been subjected to such economies that they are no longer so efficient as they were, and now the private yards and armour plants must suffer from want of work. The reductions, if they come from want of work, will react upon the iron and steel trades, and will cause general distress. Not the least dangerous feature of the reductions is that they will encourage other Powers in their efforts. Once produce abroad the belief that England is too self-indulgent or too poor to pay for the supreme Navy without which she cannot long exist as a Great Power, and her position in the world is gone. The further question might well be raised whether an unjustifiable reduction in the Navy is consonant with the obligation which falls upon this country under the alliance with Japan.—*Navy League Journal*.

HONGKONG, 31st July, 1906.

HARDSHIP.

THE "SAINAM" REDIVIVUS.

CAPTAIN JOSLIN RETURNS TO DUTY.

We have much satisfaction in recording the fact that Captain Joslin, who was in command of the steamship *Sainam* when that vessel was attacked and looted by pirates on the West River over a fortnight ago, and who was seriously injured in the fray, has now recovered from his wounds and left the hospital yesterday. Captain Joslin was taken in the first instance to the Government Civil Hospital where his vigorous constitution and happy nature soon found him among the convalescents. He afterwards removed to the Peak Hospital and remained there until he had thoroughly regained his strength and the wounds he sustained in the fight had healed. Altogether, the Captain was in hospital for sixteen days. Captain Joslin leaves by the *Kinsman* to-night for Canton, to take up his old duties on the West River.

HONGKONG, 31st July, 1906.

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Hongkong, 16th July, 1906.

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GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TEENACK"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "

The S.S. "Memnon" left Moji on the 27th inst., at 5 P.M., and is due here on the 2nd prox.
The S.S. "Telemachus" left Singapore on the 28th inst., at noon, and is due here on the 2nd prox.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st July.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	7th August.
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th "
LIVERPOOL DIRECT	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
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	"BELLEROPHON"	1st September.

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FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	19th August.
	"STENTOR"	5th September.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
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SHANGHAI	"YINGCHOW"	3rd "
SHANGHAI	"YOOHOO"	4th "
YOKOHAMA and KOBE	"TSINAN"	7th "
MANILA	"TAMING"	7th "
CHEFOO and NEWCHANG	"KWIKIANG"	7th "
TIENSHIN	"HUICHOW"	10th "
MANILA, ZAMBOANGA, PORT DAR, WIN, THURSDAY ISLAND, COOK, TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	11th "

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RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 4th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 11th August, at Noon.

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Dentistry.

Dr. M. H. CHAUN.
THE LATEST METHOD
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37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
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SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.

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SILFESIA	Via SINGAPORE, PENANG and COLOMBO	6th September.
HELVETIA	HAVRE and HAMBURG	18th September.
Cap. Neumann	Via SINGAPORE, PENANG and COLOMBO	2nd October.
SCANDIA	NAPLES, HAVRE and HAMBURG	
Cap. v. Döhren	Via SINGAPORE, PENANG and COLOMBO	
SENEGAMBIA	HAVRE and HAMBURG	
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STEAMERS	TO SAIL
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For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	KUTSANG	THURSDAY, 2nd August, 3 P.M.
SHANGHAI via SWATOW	ESANG	THURSDAY, 2nd August, 4 P.M.
TIENSHIN via SWATOW & CHEFOO	CHEONGSHING	FRIDAY, 3rd August, 4 P.M.
MANILA	YUENSANG	FRIDAY, 3rd August, 4 P.M.
SHANGHAI	HANGSANG	FRIDAY, 3rd August, 4 P.M.
SANDAKAN	MAUSANG	SUNDAY, 5th August, Daylight.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
Taking Cargo on through Bills of Lading to Kadal, Lahad Datu, Simporna, Tawau, Uluken,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 31st July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenhain	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meiser	September 16th.
"NUMANTIA"	4,370	Feldtmann	October 9th.

Through Bills of Lading issued in Pacific Coast Ports and all Eastern Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN
FRANCISCO.

THE Steamship

"DAKOTA"

will be despatched for the above Ports, on or
about the 6th of August.

For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 27th July, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American Ports.

PROPOSED sailings from HONGKONG
to CALLAO, IQUIQUE, via JAPAN
PORTS.

"KASADO MARU," 6,000 tons,
sails on or about August 7th, at Noon.

"GLENFARG," 4,000 tons,
sails on or about August 25th, at Noon.

(Date of sailing subject to alteration.)
Taking freight also to other Western Coast
Ports of South America transshipping to the
Connecting Line.

The above steamers have splendid accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.

For further information as to Freight and
Passage, apply to

K. MATSUDA,
Manager.

Hongkong, 20th July, 1906.

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Steamship

"CHILDAR"

Captain H. Nielsen; will be despatched as
above, on FRIDAY, the 3rd August, at Noon.

For Freight or Passage, apply to
NIPPON-YUSEN KAISHA,
Princo's Building.

Hongkong, 28th July, 1906.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the
1st August, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.

Consignees are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 30th July, 1906.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 6th proximo, will be subject to
rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
14th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th proximo, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th July, 1906.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazard-
ous and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 7th August, will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on 7th August.

All Claims must reach us before the 14th
August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 30th July, 1906.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazard-
ous and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 7th August, will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on 7th August.

All Claims must reach us before the 14th
August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 30th July, 1906.

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SILESIA,"

Captain Bahle, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd August, will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th July, 1906.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SAXONIA,"

Captain Sachs, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 31st July, 1906, will be
subject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 31st July, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th July, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MOLDAVIA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Victoria and
Arabia.

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. &
P. S.

